

of the museum would be in Heber City, the station providing an exhibit area for museum material.

Phase two, to be developed in six to eight years, would include construction of a railway line to the Swiss Village from Heber City. The train would run year-round to the facilities in the Wasatch Mountain State Park.

Phase three would connect Heber City with the Union Pacific trackage at Park City, providing tourists and residents contact to another resort area.

Total estimated cost of the project is \$684,502.50 — which includes new trackage, more equipment, insurance and opening costs. In estimating revenues for the first year, the foundation determined that approximately \$275,812.50 would be brought in from persons using the railroad.

As to financing the project, the foundation suggested five methods, which are now under consideration and in the early stages of development.

They include:

1. Leasing the museum to a private stock holder company.

2. The Economic Development Administration participation program acting jointly with local banks to finance the railroad on a pure loan basis.

3. The EDA participating in

the form of a loan plus an actual grant.

4. The Four Corners Regional Commission and the EDA jointly aiding the project.

5. Utah State retaining ownership of the trackage until the note is paid in full.

Economic Growth

Leon Ritchie, president of the Wasatch Chamber of Commerce, said the steam tourist railroad would bring in revenue year-round — enabling Wasatch, Summit and Utah Counties to grow economically.

He noted that more than 100 steam tourist railroads are operating in the United States. None to date, is relying on state aid, he said.

E. M. McLaughlin, secretary-treasurer of the foundation, said in a letter to Mr. Ritchie, that museum officials have been told time and time again by responsible businessmen and tourist-minded state officials that the Provo to Heber City trackage is the most ideal and desirable location for the development of a steam tourist railway in all of Utah.

"The Provo-Heber area has everything needed to support an important tourist project of this type. The wealth of scenery, excellent highway access, other developments

for tourists — Homestead and Wasatch Mountain State Park — as well as the highly important Wasatch Front population centers from which to draw for initial patronage support, required in a railway of this type," he said.

Begin in 1971

If the State Road Commission approves the plan for the railroad, the facility would begin operating at the beginning of the 1971 tourist season.

Construction of the proposed highway through Provo Canyon will not reach Wildwood for two years — fiscal year 1973. During this time the railroad could be in operation, Mr. Edwards said, giving foundation members a chance to investigate a successful steam tourist railroad in Utah.

The Wasatch Chamber of Commerce and the Wasatch County Commission met Saturday morning and agreed to ask the State Road Commission for permission to use the abandoned railroad between Heber and Deer Creek Dam.

The Wasatch Steam Museum plans to bring in equipment in the near future and begin operations in the spring of next year.

The group feels the project will be a big tourist attraction that will benefit the State of Utah and Wasatch County.

